

# The Fire Fighter Gazette

Issue 11

December 1997

## Readiness Committee

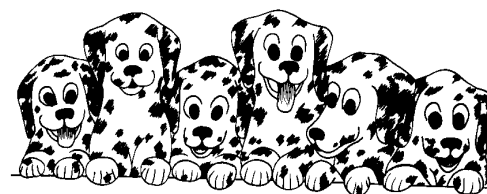
As promised, here are the minutes of the Readiness Committee in Dallas:

**CMSgt Hodges** opened the meeting by covering open items from the readiness meeting held 4 - 6 Mar 97. HQ AFCESA/CES agreed there is a need for a fire protection representative on the Civil Engineer Readiness Working Group. Mr. Hotell received approval from HQ AFCESA and recommended that **CMSgt Hodges** represent fire protection on the readiness working group.

The mobile air compressor has been released for shipment to the field; it is considered AGE equipment, and arrangements for maintenance support should be made with unit logistics personnel. HQ AFCESA/CEX advises changes had been made to remove dump truck licensing requirement for fire fighters from AFI 10-210, table 3.4. A fire protection wartime CONOPS was published as AFP 10-219 Volume 3, Attachment 2 (1 Apr 97). This CONOPS provides a guideline for wartime fire fighting operations.

An open discussion on the J-List (Fire) ensemble raised a concerns about the ensemble. **CMSgt Stoneback** (HQ AFCESA/CEXF) is currently working on developing a training schedule with each of the MAJCOMs and Silver Flag to train personnel on the J-List CONOPS. However, there were still questions on the CONOPS from the readiness members. The question centered on three main areas; (1) When transitioning from MOPP 2 to MOPP 4 what does the fire fighter wear; (2) Transition from a CW environment to SCBA to perform fire fighting operations; (3)

*(Continued on page 2)*



### Need Your Help ....

As always, we would like to solicit your articles or questions, so here is how you can get in touch with us: 510 CES/CEF, 6202 Pine Drive, USAF Academy, CO 80840. Our phone numbers are: Commercial: (719) 333-2051, DSN 333-2051, and FAX: (719) 333-3740, DSN 333-3740. If possible, article submissions should include a Word For Windows file on floppy disk. Another way to get in touch with of us is through E-Mail:

**ernst.piercy@usafa.af.mil**

Using this method, you can attach your articles right to the message! We are also on the World Wide Web, and would love to have you visit us:

**<http://www.usafa.af.mil/fire-dept>**

A description of our department, vehicles, equipment, SOPs and many links are located on our page.

### Have a picture?

If you can send it to us on disk, in any format, we can publish it in the Gazette!

The air compressor is considered AGE equipment. Arrangements for maintenance support should be made with

#### Inside this Issue ...

Vehicle Sub-Committee	3
Orphan Barrels	5
Darwin Awards	6
Fire News	9

# Readiness Meeting ...

*(Continued from page 1)*

and DECON procedures when fire fighters are only in the CW ensemble, and when bunkers are worn with the ensemble.

TSgt Mandl briefed the changes for the upcoming year in the Silver Flag curriculum. He indicated that the new CONOPS will include: fire protection wartime CONOPS, cantonment planning, force protection, scope shield II radio systems, global positioning systems, mobile aircraft arresting system, and live fire operations. The J-List (Fire) ensemble will also be added to the curriculum. The curriculum is moving forward in a positive direction!

**SMSgt Parks** provided an update on the role of fire fighters in the SWA AOR. He covered manpower, vehicles and equipment issues. Fire fighters are supporting six sites; there are 27 rescue positions, 16 HazMat Tech slots (reduced from 24), and 20 HazMat Operation slots (reduced from 35). The SMSgt position, effective October 1997, converted to a one year PCS (Prince Sultan Air Base). **SMSgt Parks** stated he will be reworking the line remarks for the AOR to include 3 level requirements, civilian position requirements, and to validate and/or change current line remarks as required. He is working with HQ AFCEA to provide CerTest capabilities within the AOR at most of the locations. He also held a discussion on the use of civilian fire fighters deploying to the AOR. The committee was informed ACC and AMC Fire Protection Offices have information on deploying civilian fire fighters. He discussed concerns/issues facing fire protection within the AOR.

CMSgt Hodges discussed the proposal on MOOTW vehicle/staffing requirements. The proposal aligns MOOTW fire protection vehicle requirements IAW NFPA 403, using the Q1+Q3 formula as the standard for the MOOTW decision matrix. The committee agreed on the proposal and will submit the recommendation to the USAF Fire Protection Quality Council.

The committee reviewed the current fire protection BLA numbers and concurred that the fire protection numbers were valid. The committee discussed proposal changes to BLA numbers if the vehicle set changes to include a 1500 gallon CFR vehicle in place of a P-23. Both BLA charts will be submitted to the USAF Fire Protection Quality Council for review.

Readiness Committee Issues/Concerns:

**Issue:** There is still a concern on what the concept of operations will be with the J-List (Fire) CW Ensemble. Areas of concern are the transition from MOPP 2 to MOPP 4, transition from a CW environment to SCBA to perform fire fighting operations, and DECON procedures for when fire fighters are only in the CW ensemble and when bunkers are worn with the ensemble. Additionally there is a concern with DECON for bunkers how long before they will be available so that fire fighters can return to duty.

**Recommendation:** With the understanding there is a CONOPS and training program currently being developed, the recommendation is to validate the CONOPS in an high threat environment. **CMSgt Rausch** recommended validating the CONOPS at Kunsan AB, Korea.

**Issue:** The CONOPS was published as AFP 10-219 Volume 3, Attachment 2 (1 Apr 97). Due to the ever increasing OPS Tempo of military operations other than war (MOOTW) the current CONOPS does not cover MOOTW or force protection issues.

**Recommendation:** The committee agreed the CONOPS needs to include MOOTW and force protection requirement for fire protection. The recommendation is add the changes to the current CONOPS AFP 10-219, Volume 3, Attachment 2 and change the title from 'Fire Protection Wartime Concept Operations' to "Fire Protection Contingency Concept of Operations".

**Issue:** Currently there are 116 Inter-Spiro SCBAs at the port of Dhahran, held in customs. They have been held up by customs for the last 18 months and the SCBAs at SWA locations are in poor condition and/or do not have enough SCBAs for mission requirements.

**Recommendation:** Need to have Air Staff involvement in getting SCBAs released or returned to the CONUS for shipment back to SWA locations.

**Issue :** Currently there are 51 P-19s assigned to SWA for operational use. There are 21 in service and 16 out of service. Current operations require 21 operational P-19s. The vehicles in service are not in good condition and the transportation community in SWA stated within 18 months the reliability will decrease.

**Recommendation:** Due to the length of time required for depot overhaul the recommendation is to move up the FY98 and FY99 buy program for vehicle replacements.

**Issue:** Structural fire fighting commitments are changing due to the move from tent cities to coalition villages. The P-19Bs are not designed to support the new structural requirements, i.e. does not have the capability to carry enough structural hose and does not have the maneuverability to operate within the compounds due to the construction of additional walls (13 ft high) for fire protection.

**Recommendation:** Replace 3 P-19s with 3 P-27s and 2 P-22s. These structural vehicles will provide first line structural support to coalition villages and have the maneuverability required with the compounds.

**Issue:** Due to the large number of fire fighters rotating through the AOR there is a need for CerTest to be provided for fire fighters to continue training/upgrade requirements while deployed.

**Recommendation:** Provide CerTest capabilities and reference material for both the 5 and 7 level upgrade programs. **SMSgt Parks** stated the following locations

*(Continued on page 3)*

# Readiness ...

(Continued from page 2)

need CerTest capabilities: Prince Sultan Air Base, Eskan Village, Al Dhafra, Ahmed Al Jaber.

**Issue:** There is a concern by the committee about the number of fire fighters assigned (58) to Prince Sultan Air Base. Understanding that there is more than just a aircraft mission, the P-19B and P-18 for the tent city is valid. The concern is the seven manned P-19s and 2 P-18s for airfield operations. Line standby is provided by one vehicle while all other vehicles are located at the fire station. This only provides 1000 gallons of agent within the response time.

**Recommendation:** Staffing at Prince Sultan AFB needs to be reviewed by the Manpower folks. This is a deployed site with the same requirement today as many of our Set III bases in the CONUS that require only 58 fire fighters. Recommend reducing the number of P-19s from seven for airfield operations to five. Long range plans should include updating the vehicle fleet with two P-23s and one 1500 gal CFR vehicle and one unstaffed CFR vehicle for backup. This change will save 12 to 14 rotational requirements.

**Issue:** Currently there is not a standard publication for MOOTW fire protection requirements for vehicles and staffing. Current requirements refer to fuel, and/or length of aircraft. There is need for one standard for MOOTW fire protection requirements and the requirements need to be based on a single standard (fuel or length of aircraft).

**Recommendation:** Consider the recommended MOOTW decision matrix for P-19s and matrix for 1500 gallon (P-XX) CFR vehicles. The first three vehicles in both decision matrix needs to have three manpower positions to provide limited interior/rescue operations. These decision matrix are based on NFPA 403, using the Q1 + Q3 factors to support fire suppression.

## MOOTW Fire Protection Requirements

The following matrix is based on NFPA 403 Q Factors for the required agent to support fire suppression operations.

Q1 - provides 1-minute fire control in the practical fire area.

Q2 - provides continued control of the fire after the first minute or for complete extinguishment of the fire or both.

Q3 - provides limited handline operations for interior fire fighting.

Q1 + Q2 + Q3 = Home station requirements.

The committee's recommendation for MOOTW fire protection is Q1 + Q3 which provides for initial fire control and limited handline operations.

Note 1: We understand the capability will not be available from the outset for all operations but should be the goal for fire protection coverage.

Note 2: Required minimum fire protection from the outset should not be less than Q1.

Aircraft Category	Q1	Q1 + Q3 Desired Minimum
9	2603	5107
8	1775	4275
7	1498	2748
6	931	2181

# Vehicle Committee

The Air Force Protection Vehicle Committee meeting was held in Dallas, Texas.

Old Business:

**Brush Truck requirement:** This issue has been worked and will be available on the vehicle purchasing schedule for the upcoming year. Item closed.

**Humvee for deployment:** This is still an open item. **CMSgt Kempton** (AMC) reiterated AMC's concern about having a viable deployable quick reaction vehicle compatible with other vehicles found in deployed areas. The following actions were stated by the committee:

The committee agrees a viable P-20 replacement may be required not only for deployment but also for day to day operations.

The committee requested that **CMSgt Kempton** provide a definitive listing of requirements for a proposed Humvee quick attack/rescue vehicle. Listing to be provided to **Chief Durborow** for coordination with other committee members.

All Command representatives were asked to review the potential requirements for such a vehicle and provide proposed numbers to **Chief Durborow** for consolidation.

**Mr. Dave Wagner** recommended that this requirement be identified now while the bottom up review is in progress.

**Medium Size Rescue Vehicle:** The commercial item description has been completed and will be available in the vehicle purchasing schedule for the upcoming year. Item closed.

New Business:

**Mr. Bouley** requested comments on an Army Commercial item description (CID) for a Tactical Response Vehicle. **Mr. Moyses** from Warner Robbins requested help in reviewing the CID for comments. A round table discussion was held by the committee with a complete item by item review of the CID.

**Ms. Sharon Edwards** (WR/Vehicle directorate) discussed the Fire Vehicle Program Update (Aug 97). She also discussed the priority buy of vehicles. AF will be going to congress for a six- year vehicle buy of crash trucks (2000-2005).

**Chief Durborow** reminded the group that other vehicles (pumpers, aerials, tankers) will be required between 2002 and 2005.

**Mr. Dave Wanger** (HQ AFCEA) stated he felt a lease-to-buy option would be forthcoming, especially since some bases have already been successful in accomplishing this. He expressed a concern with coordinating with the maintenance folks and trying to standardize.

**Ms. Mary Zampa** (WR-Vehicle Directorate)

# Vehicle Committee

(Continued from page 3)

discussed the following:

P-19 Conversion Kits - They are in the warehouse. The maintenance community must order them at no cost.

Requested both the P-19 and P-20 vehicle conversion list (by base & vehicle) be verified by each command immediately and any discrepancies be relayed to **Ms. Zampa**.

P-19 Tires can be intermixed but should be changed two at a time by axle.

P-19 pumping system switch - TCTO kits will be distributed by Robins AFB for vehicles which do not go to depot.

P-23 Tires - Absolutely no re-caps are authorized.

If P-23 tires are on back order, or become a new requirement, they must have a priority 1 or 2 assigned to them.

Teledyne will not accept IMPAC Cards.

General Dynamics is no longer in the fire truck business.

**Mr. Wanger** has serious concerns with spare parts capability and DLA seems to be dragging their feet in providing support. Could result in serious increase in Vehicle out of service time.

Painting and Marking:

The existing T.O. covering vehicle painting and making has been done away with and all information assimilated into another T.O.

Several committee members expressed concerns with the perceived marking requirements for Chief Officer Vehicles.

**Ms. Zampa** stated she would look into changing the guidance to give individual base flexibility to letter their vehicles.

**Mr. Bouley** discussed the elimination of the P-23 traveling team. He showed the CD ROM training program that is proposed to be out to the field by the first of the year. The committee gave the program a vote of confidence.

**Mr. Jim Moran** presented several issues to the committee for consideration/action:

Currently the COB's aren't being assigned all vehicles that are authorized. Example: Chong-Ju AB has authorizations for a pumper and four P-19's but only has one P-19 assigned. They are requesting all authorized vehicles be assigned to support their wartime mission.

Currently the COB's are receiving vehicles which are not in operational order. Example: At least four vehicles were received in 1996, and went directly to DRMO.

NOTE: The committee agreed that action must be taken by bases releasing these vehicles for shipment to the COB's to ensure they are in proper T.O. configuration and workable condition. The committee also agreed to look into the problem of authorized vs. assigned vehicles.

The CEX community is inquiring as to whether the vehicle committee could assist them in obtaining a standardize mobile command post vehicle. Note: The committee agrees that the requirement for such a vehicle exists however, more

research of requirements and a possible commercial item description will be required. Open item. OPR's are **Mr. Moran** and **Mr. Durborow**.

**TSgt Cochran** (ACC) presented the following inquires:

The latch on the P-23 hose tray fails to lock properly. The rails on the hose tray seem to bend easily. Have these problem been identified before? Better latches and replacement rails are now available.

Ellsworth AFB has experienced problems with fuel injectors on P-23's. Is there a known problem: The committee stated no known problem exists but bases should be queried to see if there is a problem. There is also a problem with the P-23 bumper turret freezing and the ball valve showing scars and scrapes. They had a problem with freezing until deflector plates were in over the bumper turret to reflect roof turret water drainage. The scars and scrapes are probable due to hard water.

He expressed a concern with stress cracks on the body of the P-26. The committee reiterated the P-26 was not for off road use. **Ms. Mary Zampa** stated all bases should check their P-26's for cracks.

The following comments were provided by **Ms. Tammy Jones**, Defense Supply Center Columbus (DSCC):

DSCC will be adding lease with option to buy (LWOB) to the fire truck schedules by the end of this calendar year.

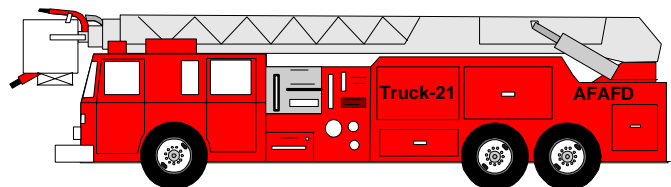
DSCC is asking the manufacturers to offer their standard commercial lease arrangements, which should provide plenty of flexibility.

All the major fire truck manufacturers have indicated they intended to offer LWOB.

DSCC is currently holding "Open Season" on the fire truck solicitation to add new manufactures and new equipment. They should have the offers in hand by the end of November, 1997.

**Ms. Jones** is requesting that anyone with questions regarding DSCC customer value schedules, LWOB or gliders, submit the questions to their MAJCOM representative (who will be attending the VWIG/VMAG in October 1997 at Robins AFB). **Mr. Bob Wiley** has issued E-mail requesting any inputs for inclusion on the agenda.

The vehicle committee continues to receive inquires as to what is going on with fire protection vehicles in the Air Force. We strongly urge all MAJCOMs to send these minutes and handouts to their Fire Chiefs to assure the widest dissemination of information possible. Thanks for your support.



# Foam?

Provided by CMSgt Gene Rausch, HQ PACAF:

Could it be AFFF or Protein Foam?

From: "People's Task Force for Base Clean-up"

RE: Search for the contents of drums with Federal Specification O-F555.

Philippine Daily Inquirer

November 21, 1997

## CHEMICAL ODOR SWEEPS VILLAGE CLOSE TO CLARK AB, PHILIPPINES

Angeles City-- Residents of Sta. Maria Village in Barangay Balibaog here have begun evacuating their children after the stench of chemicals discharged by workers in drainage ditch and a creek become intolerable. City Councilor Irineo Alvaro said the stench came from the contents of one drum of liquid foam concentrate that was disposed of Wednesday by workers who discovered 28 drums of the chemicals and 29 pails containing still unknown chemicals.

Alvaro said seven families living near an abandoned house on Priscilla Street where the chemicals were discovered, experienced chest pain, stomachache, headache and vomiting.

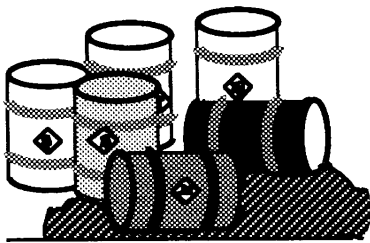
The stench spread some 100 meters from the abandoned house, Alvaro added.

Elmer Evangelista, president of the Sta. Maria Village Homeowners Association said the house is formerly owned by an Air Force major but was bought his year by a certain Richard Tang. No one has lived in the house until Tang bought the property. Evangelista said that immediately after the Mt. Pinatubo eruption in 1991, a trailer arrived one night with some workers unloading the containers in the house. Alvaro said renovation work in the house was about to start on Tuesday when the workers

discovered the chemicals in rusting and bulging containers. Most of the drums, originally painted red and orange, were painted black.

A drum, however, bore the color of military

fatigue, the prominent color of containers that used to be seen inside Clark. Some containers bore "US Foam Liquid Concentrate (in accordance with Federal Specification O-F555)." Workers said a drum leaked when they tried to lift it; they discharged the leaking liquid into the drainage ditch. Alvaro said the Metro Clark Task Force for Bases Clean-Up has asked the Department of Environment and Natural Resources to investigate and address the problem.



# A dangerous profession!

Fire Fighters who fought fires hundreds of years ago seemed dashing and maybe even romantic. Breaking down the door, running into a blazing building wearing only boots, an unbuttoned leather coat and emerging from the smoke carrying a child rapped in a blanket. Today, the marvelous break throughs in science that let us live more comfortable lives also give us more to worry about when things go bad. Fire is very good and breaking things down to the molecular level, taking an ordinary item that we know and changing it into many little things that we rather not know about. Here are just a few of the most common by-product of fire, also called toxic gasses; Carbon Monoxide, Hydrogen Chloride, Hydrogen Cyanide, Carbon Dioxide, Nitrogen Dioxide, and Nitric oxide. Fancy chemical names are all fine and good, but what does all that really mean.

Well, toxic gasses have several harmful effects on the human body. Some directly cause disease of the lungs tissue and impair its function. Other gasses have no directly harmful effect on the lungs but pass into the blood stream and impair the oxygen-carrying capacity of the red blood cells.

More fire deaths occur from carbon monoxide than from any other toxic product of combustion. The bloods hemoglobin combines with and carries oxygen in a loose chemical combination called oxyhemoglobin. Carbon monoxide combines 200 times more readily than oxygen, producing carboxyhemoglobin, all available oxygen is excluded. You die by suffocation. One percent, 12,800 PPM of carbon monoxide in the air can cause death in 1 to 3 minutes. This is nothing to mess around with.

Plastics give off hydrogen chloride which cause intense irritation and swelling of the upper respiratory tract. Breathing is labored and suffocation can result.

Wool, nylon, polyurethane foam, rubber and paper give off hydrogen cyanide. This interferes with respiration at the cellular and tissue level and can also be absorbed through the skin. 270 PPM is fatal almost immediately.

Now that we know all of this disturbing information, you ask "Why do fire fighters mess around with this stuff?" The answer is we don't. We have the training and equipment we need to protect ourselves. We carry in our own atmosphere so we can work breathing nice clean air.

Bottom line, is it worth it to try to save a little bit of property and risk adverse and possible long term effects or even death by smoke inhalation, which is not just breathing one of those gasses but all of them at the same time. We don't think so and we don't want you to do it. So please, do not fight fires by yourself. Use your escape plan, the one that we all have, right. Get every one out of the house and call 911.

Leave the fires for the fire fighters to put out, that's what we get paid for.

# Darwin Award!

The Darwin Award is made each year to the person who has managed to kill themselves (and therefore prevent the survival of their genes - hence Darwin!) in the most bizarre way imaginable. Previous winners have included the man killed when the vending machine he was trying to extract a can of Coke from fell on him, and last years aviator who strapped a JATO module to his car.

**Nominee #1** - A San Anselmo man died when he hit a lift tower at the Mammoth mountain ski area while riding down the slope on a foam pad, authorities said. Matthew David Hubal, 22, was pronounced dead at Centinela Mammoth Hospital. The accident occurred about 3 a.m., the Mono County Sheriff's Department said. Hubal and his friends apparently had hiked up a ski run called Stump Alley and undid some yellow foam protectors from the lift towers, said Lieutenant Mike Donnelly of the Mammoth Lakes Police Department. The pads are used to protect skiers who might hit the towers. The group apparently used the pads to slide down the ski slope and Hubal crashed into a tower. It has since been investigated that the tower he hit was the one with its pad removed.

**Nominee #2** - Robert Puelo, 32, was apparently being disorderly in a St. Louis market. When the clerk threatened to call police, Puelo grabbed a hot dog, shoved it in his mouth, and walked out without paying for it. Police found him unconscious in front of the store: paramedics removed the six-inch wiener from his throat, where it had choked him to death.

**Nominee #3** - To poacher Marino Malerba, who shot a stag standing above him on an overhanging rock-and was killed instantly when it fell on him.

**Nominee #4** - A man at a party popped a blasting cap into his mouth and bit down, triggering an explosion that blew off his lips, teeth and tongue, state police said Wednesday. Jerry Stromyer, 24, of Kincaid, bit the blasting cap as a prank during a party late Tuesday night, said Cpl. M.D. Payne. "Another man had it in an aquarium, hooked to a battery, and was trying to explode it," Payne said. "It wouldn't go off and this guy said, 'I'll show you how to set it off.'" "He put it in his mouth and bit down. It blew all his teeth off, his tongue and his lips," Payne said. Stromyer was listed in guarded condition Wednesday with extensive facial injuries, according to a spokesman at Charleston Area Medical Division. "I just can't imagine anyone doing something like that," Payne said.

**Nominee #5** - A woman went to Arkansas to visit her in-laws, and while there, she went to a store. She parked next to a car with a woman sitting in it, her eyes closed and hands behind her head, apparently sleeping. When she came out a while later, she again saw the woman, her hands still behind her head but with her eyes open. The woman looked very strange, so she

tapped on the window and said, "Are you okay?" The woman answered "I've been shot in the head, and I am holding my brains in." She didn't know what to do; so she ran into the store where store officials called the paramedics. They had to break into the car because the door was locked. When they got in, they found that the woman had bread dough on the back of her head and in her hands. A Pillsbury biscuit canister had exploded, apparently from the heat in the car, making a loud explosion like that of a gunshot, and hit her in the head. When she reached back to find what it was, she felt the dough and thought it was her brains. She passed out from fright at first, then attempted to hold her brains in!

**Nominee #6** - A guy buys a brand new Jeep Grand Cherokee for \$30,000. He and a friend go duck hunting and of course all the lakes are frozen. These two Atomic Brains go to the lake with the guns, the dog, the beer and of course the new vehicle. They drive out onto the lake ice and get ready. Now, they want to make some kind of a natural landing area for the ducks, something for the decoys to float on. In order to make a hole large enough to look like something a wandering duck would fly down and land on, it is going to take a little more effort than an ice hole drill. Out of the back of the new Grand Cherokee comes a stick of dynamite with a short, 40-second fuse. Now these two Rocket Scientists do take into consideration that if they place the stick of dynamite on the ice at a location far from where they are standing (and the new Grand Cherokee), they take the risk of slipping on the ice when they run from the burning fuse and possibly go up in smoke with the resulting blast. So, they decide to light this 40-second fuse and throw the dynamite.

Remember a couple of paragraphs back when I mentioned the vehicle, the beer, the guns and the dog? Yes, the dog: A highly trained Black Lab used for retrieving, especially things thrown by the owner. You guessed it; the dog takes off at a high rate of doggy speed on the ice and captures the stick of dynamite with the burning 40-second fuse about the time it hits the ice. The two men yell, scream, wave arms and wonder what to do now. The dog, cheered on, keeps coming. One of the guys grabs the shotgun and shoots the dog. The shotgun is loaded with 8 duck shot, hardly big enough to stop a



## Darwin Award...

(Continued from page 6)

Black Lab. The dog stops for a moment, slightly confused but continues on. Another shot and this time the dog, still standing, becomes really confused & of course scared, thinking these two Nobel Prize winners have gone insane. He takes off to find cover, (with the now really short fuse burning on the stick of dynamite)... under the brand new Cherokee. BOOM! Dog and Cherokee are blown to bits and sink to the bottom of the lake in a very large hole, leaving the two candidates for Co-leaders of the Known Universe standing there with this "I can't believe this happened" look on their faces. The insurance company says that sinking a vehicle in a lake by illegal use of explosives is not covered. He had yet to make the first of those \$400+ a month payment.

AND THE WINNER: John Pernicky and friend Sal Hawkins, of the great state of Washington, decided to attend a local Metallica concert at the Amphitheater at Gorge, Washington. Having no tickets (but 18 beers among them) they sat in the parking lot, and after finishing the beer, decided that it would be easy enough to hop over the nine-foot high fence and sneak into the show. The two friends pulled their pickup truck over to the fence and the plan was for John--100 pounds heavier than Sal--to hop over, and then assist his friend over the fence. Unfortunately for John, there was a 30-foot drop on the other side of the fence. Having heaved himself over, he found himself crashing through a tree. His fall was abruptly halted by a large branch, which snagged him by his shorts. Dangling from the tree, with one arm broken, John looked down and saw a group of bushes below him. Figuring the bushes would break his fall, John removed his pocketknife and proceeded to cut away his shorts to free himself from the tree. When finally free, John crashed below into Holly bushes. The sharp leaves scratched his entire body and now being without his shorts, he was the unwilling victim of a holly branch penetrating his rectal cavity. To make matters worse, his pocketknife proceeded to fall with him and landed three inches into his left thigh. Seeing his friend in considerable pain and agony, Sal decided to throw him a rope and pull him to safety. However, weighing about 100 pounds less, he decided the best course of action would be to tie the rope to the pickup truck. This is when things went from bad to worse. In his drunken state, Sal put the truck into the wrong gear, pressed on the gas, and crashed through the fence, landing on and killing his friend. Sal was thrown from the truck, suffered massive internal injuries and also died at the scene. Police arrived to find a pickup truck with its driver thrown 100 feet from the vehicle. Upon moving the truck, they found a half-naked man with numerous scratches, a holly stick up his rectum, a knife in his thigh, and a pair of shorts dangling from the tree branches 25 feet in the air.



## READINESS

### (Includes Readiness, Fire, and EOD)

Readiness people are special,  
we choose to be uncommon.

While the average person takes pains to avoid stress,  
our functions exist solely because of stressful situations.

Our jobs bring us face to face with things that go "bump" in the night;  
the simple mistake that turns homes into flaming coffins,  
the disturbance of a switch that introduces our bodies to the laws of physics,  
the irony of providing humanitarian aide by creating mass burial sites,  
and the unnerving business of trying to outwit weapons of mass destruction.

We seek opportunity --- not security.

We take the risk to dream and to build, to fail and to succeed.

Our banners are clichés like "initial success or total failure",

"it's better to sweat in peace than bleed in war", and  
"you crash we dash."

Our mascots are dragons and dalmations, crabs and bulls.  
Our "toys" require special handling permits and outsiders don't flock around us for dinnertime conversation.

In short, we are an insurance policy the Air Force prays it never needs.

We're part of an organization that generally considers us to be step children,

wanted only when the situation is dangerous and normally already out of control.

At every turn the looks say "I want you, I need you, but there ain't no way I'm ever going to love you."

We're not dismayed by this attitude

because dreams are more powerful than present-day facts.

It's our heritage to stand tall,

proud and capable of thinking and acting for ourselves.

The vision and the future are ours.

It's our dream and we'll make it as big as we want.

WE'LL NOT APOLOGIZE FOR BEING WARRIORS.

CMSgt Bert A. Cline

Chief, Readiness Operations



## Pictures!

Like to see your pictures here? See Page One!



Over 3' of snow on the Academy in 2 days — this is the rear of a stall!



An Elk/Car Encounter on the Air Force Academy.



Hazardous Materials Training at the AF Academy.



Controlled Burns on the Air Force Academy.



Fire fighters assisted in the demolition of an old Heat Plant at the Academy.



Confined Space Rescue Training.



The AF Academy's 1929 REO Speedwagon won first place at the 1997 Pikes Peak Fire Muster! The truck was restored in-house

## Training on the Move...

AFCEA and the International Fire Service Accreditation Congress are tired of hearing from the USAF Academy Fire Department. Within the last year, Academy Fire Fighters have requested 52 certifications from IFSAC; all but 10 of these certifications have been received with the remainder on the way. The concerted efforts of everyone from the trainees to the Fire Chief are evident by the amount and quality of training being conducted here at the Academy. Those that have been certified in the last year from these efforts are:

Fire Officer I - **SSgt Craig Milton and SSgt Nick Thomas.**

Fire Instructor I - **SSgt Craig Milton, SSgt James Wenger and SSgt Nick Thomas.**

Fire Fighter II - **SrA Bryon Johnson, SrA Richard Ching, SrA Delton Tills and SrA Mark Johnson.**

HAZMAT Incident Commander - **Assistant Chief Jim Rackl**

HAZMAT Technician - **Assistant Chief Jim Rackl.**

HAZMAT Operations - **Assistant Chief Jim Rackl, SrA Delton Tills, SrA Mark Johnson, SrA Andrew Dohan, SrA Patrick Allen, A1C Mike Cook and A1C Seth Poirier.**

HAZMAT Awareness - **Mr. Bill Andrews, Lt Doug Baker, Mr. Ray Kenville, Lt Pete Ledesma, SrA Laverl Merchen, Capt Ed Morran, Mr. Phil Messina, Lt Al Ockstadt and Assistant Chief Jim Rackl.**

Driver/Operator ARFF - **SrA Mark Johnson, SrA Bryon Johnson, SrA Patrick Allen and A1C Seth Poirier.**

Driver/Operator Pumper - **SrA Mark Johnson, SrA Bryon Johnson, A1C Chris McCartney, SrA Patrick Allen, SrA Andy Dohan, SrA Delton Tills, SrA Dan Zantop, SrA Richard Ching, A1C Seth Poirier, A1C John Portugal and A1C Mike Cook.**

Driver/Operator Aerial - **Mr. Ron Robbins.**

Airport Fire Fighter - **SrA Andy Dohan, SrA Mark Johnson, SrA Bryon Johnson, SrA Delton Tills and A1C Seth Poirier.**

In addition to all the hard work and effort that has been put into the certification process in the last year, **SSgt Jim Wenger, SSgt Nick Thomas and SSgt Craig Milton** all were able to find time to achieve their 7 levels. **SrA Bryon Johnson** received his 5 level and we have six more trainees that lack only successful completion of their Contingency CDCs to be granted their 5 levels.

All that we have been able to accomplish in the last year has been a joint effort by the entire flight. But a special thanks goes out to **Mr. Ron Robbins** for his outstanding work on the Chlorine "B" trainer, and all the various crews that have spent countless hours working on the our numerous training aids.

It has been an exciting year for our Fire Training efforts, and even though we have come a very long way in a short time we are not content to sit on our laurels. We are extremely excited about the upcoming year and the infinite potential that it holds for our training section.



## Fire News

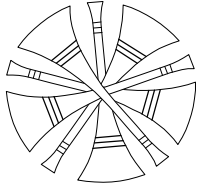
### Promotions

Congratulations to the new Chief Master Sergeants Selectees in Fire:

**Rodney E. Coleman** - Luke AFB, AZ

**Carl B. Glover Jr** - Kunsan AB, Korea

**Steven N. Haidinger** - Goodfellow AFB, TX



**Duane Morgan** was selected from AMC Headquarters to be the Fire Chief at Scott AFB, Illinois.

Here are a few other selections, as reported by the Careers folks at Randolph AFB:

SELECTEE	GRADE	LOCATION
<b>PAUL CONWILL</b>	GS 09/10	COLUMBUS
<b>BEDDING FIELD</b>	GS 09/10	GRAND FORKS
<b>MARC BROXTON</b>	GS 12	TYNDALL
<b>RODRIGUEZ</b>	GS 10	LAUGHLIN
<b>HOLIDAY</b>	GS 10	MARCH
<b>ERIC L. MCDANIEL</b>	GS 9	DOBBINS
<b>PETER DOLAN</b>	GS 10	RAF ALCONBURY
<b>HAMMAN</b>	GS 11	SHEPPARD
<b>W. STEEVER PRICE</b>	GS 07/08	USAF ACADEMY

### CFETP Clarification:

In the last edition of the Gazette, it was stated that the civilian CFETP was already outdated. While this may be an accurate statement, it is still the governing directive, and is in force until replaced! The article was never intended to suggest that the CFETP was not to be used. Sorry for the confusion!

From Chief **Robin Gullie**:

The Offutt AFB Fire Protection Flight received an "Outstanding" rating during the operational readiness ACC IG evaluation, 15-22 Sept 97. This is the first "outstanding" rating ever in Air Combat Command. We had 3 *superior performer* teams: Fire Command, Agent Resupply, and Aircrew Rescue Team. We also had two individual fire fighters recognized by the IG Team as superior performers!

From CMSgt **Paul Kempton**:

As I approach my terminal leave, I wanted to invite anyone who happens to be in the St. Louis area at the time, to attend my retirement ceremony on 10 December 97. I am retiring

effective the 1st of March 98, but will be moving to Panama City Florida over the holidays. I have truly enjoyed working with the AMC Fire Chiefs, members of the Quality Council, and my fellow CMSgts in our constant battle to justify our existence and striving to improve our capabilities while protecting the safety, health and quality of life for our fire fighters. It is an uphill battle and I applaud all of your efforts. I will not be totally out of the picture and hope to return to your ranks someday with a white shirt. I hope that those of you who are working to make the system as fair as possible will continue your efforts. I hope that someday soon, a quality military retiree can compete for positions on a level playing field. Good luck to all and again I wish you could be here on the 10th of December. All the best, CMSgt Paul Kempton, HQ AMC/CEOX, DSN 576-4008, ext. 241

### Final Alarm

Robert Silverman died from an aneurysm on the 22nd of October, 1997 at his home in Panama City, Florida. As a retired Air Force Fire Fighter, Mr. Silverman was known by many folks, and will be missed.

Roger Gilbert Edwards, 52, died Wednesday, Nov 26, 1997, at Columbia Hospital in Milwaukee, WI. He was married in England on February 12, 1968, to Margaret Sewell. He served in the United States Air Force for 23 years, including 8 years in England, 4 years in Germany, a short tour in Turkey, 9 years at KI Sawyer AFB, and in Milwaukee for the past 4 years as the fire chief of the 440th Airlift Wing, AF Reserves. Members of the 440th Fire Department served as pall bearers at the November 29th, 1997 funeral.

God saw he was getting tired  
and a cure was not to be,  
So he put his arm around him,  
and whispered  
"Come with Me"  
With tearful eyes we watched him  
weaken,  
an saw him fade away,  
Although we loved him dearly,  
We could not make him stay.  
A golden heart stopped beating,  
Hard working hands to rest,  
God broke our hearts to prove to us,  
He only takes the best!